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SOUTHPORT.

SALE-DAVIS LOCATION.

North Bay's Metropolis.

History, &c.

Fanning bayou is a very picturesque body of water on the north west side of North Bay. For many years it has been a trading point where the people of lower Alabama, Georgia and West Florida, either on trade or pleasure bent, have met the inhabitants of the Bay country.

A long time ago, many years before the war, a party named Colvin is reported to have had a steam saw mill on this bayou, being located where Charles Anderson now lives. When this mill was built or when destroyed we have not been able to learn.

Ever since Captain Stephen W. Anderson located here in 1865 and entered into the fish business Anderson has been known as an important fish market, often as many as 30 or 40 teams being there at a time after fish and oysters. The Captains children grew up and settled about him; other families moved in, until the trading post grew into a little community and was properly named Anderson.

Thus it continued until the purchase a few years since of a large tract of timber by the Sale-Davis Company in that vicinity from the Williams Co., and the selection by T. D. Sale, President of the former company, of the head of this bayou as the site of a mill of such a capacity as would within 20 years cut the magnificent body of timber that would be contiguous to it. In 1905 he bought out Capt Andersons home place and began the erection of the mill, and the building of the necessary houses, store buildings, and office buildings to carry on the business. The construction of a railroad was also begun, and of a large wharf to receive, store, and forward the supplies and cut of the mill.

Owing to confusion arising in a business way through there, being a railway station in this state named Anderson, last month the name of the place and post office was changed to Southport. Besides the settlement that had grown up thereabouts before the advent of Sale-Davis Co. the latter have added some 75 houses, the large mill, docks, warehouses &c., with 5 miles of railway and there are now probably 350 or more people in its vicinage.

The Mill.

The mill of this company embodies the latest improvements in machinery to enable lumber to be cut expeditiously and economically. It was planned by men who knew what was required to accomplish those ends, and erected in a manner that promises stability and successful working of the machinery.

It is a double mill, two sides. As yet but one side has been completed. That is equipped with an 8 foot bandsaw, lath, shingle, and stave mill. In these shortest days of the year they are cutting 30,000 feet during daylight. The normal capacity for a full day would be about 40,000 feet and double that if ran night and day. The company are prepared to put the other side of the mill in operation whenever the trade demands it.

The engine and machinery are from the world noted saw mill manufacturers, the Allis-Chalmers Co., of Milwaukee and Chicago. The power is furnished by one of this companys engines, and a battery of boilers capable of furnishing 1,200 horse power. The boiler house is well separated from the mill building. The furnaces are of the Dutch oven type. The engine is set on a bed constructed by driving one thousand piles, on top of which is placed artificial stone in which 400 barrels of cement were used. Thousands of piles were used in the substructure of the mill, and nothing spared to make

of it a durable and successful plant.

The company are now also erecting a dry house, with some 16,000 feet of piping, on a plan devised by Mr Sale and his co-workers, which it is claimed will be superior to any of the systems now in use.

Until a railway is completed permitting of inland shipments, the mill will cut for export alone. They have now piled on the dock ready for shipment in the neighborhood of 3,000,000 feet of as fine lumber as was ever turned out in the lower South.

retary and Treasurer. L. D. Harmon is Superintendent of the Mill. The general management of the companys affairs at Southport has thus far been under the direct charge of the President T. D. Sale. The amount of work done, difficulties overcome, official duties performed, and details worked out in the short time that this company have been at work at this point, are the best evidences of the ability and strenuousness of Mr Sale.

At present Southport is the hailing port for the firms of Anderson & Gainer who have two schooners, two launches, 3 seine boats, and 3 seines; Anderson & Adams with a sail boat, launch, 3 seine boats and 2 seines; and Anderson & Anderson with a launch, sail boat, 2 seine boats, and 2 seines. There are also other parties in that vicinity that are engaged in this business.

Southports Future.

There is no prettier location for a town than the shores of Fanning

led the former to move there. At that time Nathan Gaston was living on the mill bayou north of there; M. Fleishman and Mr Purcival at Old Town; Hawk Stevens and Peter Parker on East Bay; Mr Fortner where Charles Anderson now lives on Fanning bayou; a family named Witherspoon, one of the boys being now mate on the Tarpon, on Bayou George, and a man named Moore living on Cedar creek.

Capt Anderson was the first man to take up a homestead south of the Econfina, locating on the land where he now resides. About 1867 he moved to the place now occupied by the Sale-Davis Company, where he resided until he sold out to the latter company some two years ago. He then bought an acre of ground that was originally his homestead and removed to that point where he has since lived.

Twenty-five years ago he was appointed and licensed as a pilot by the Board at Mobile, and has piloted, since then, many vessels in and out of this bay, and along this part of the Gulf. Some 30 years ago steamers used to come to Grassy Point for cattle which were taken to Cuba. This trade ceased about 26 years ago. At that early day there was 21 feet of water in the one pass that was then open, a circumstance showing what could be accomplished by closing up all but one of the present passes.

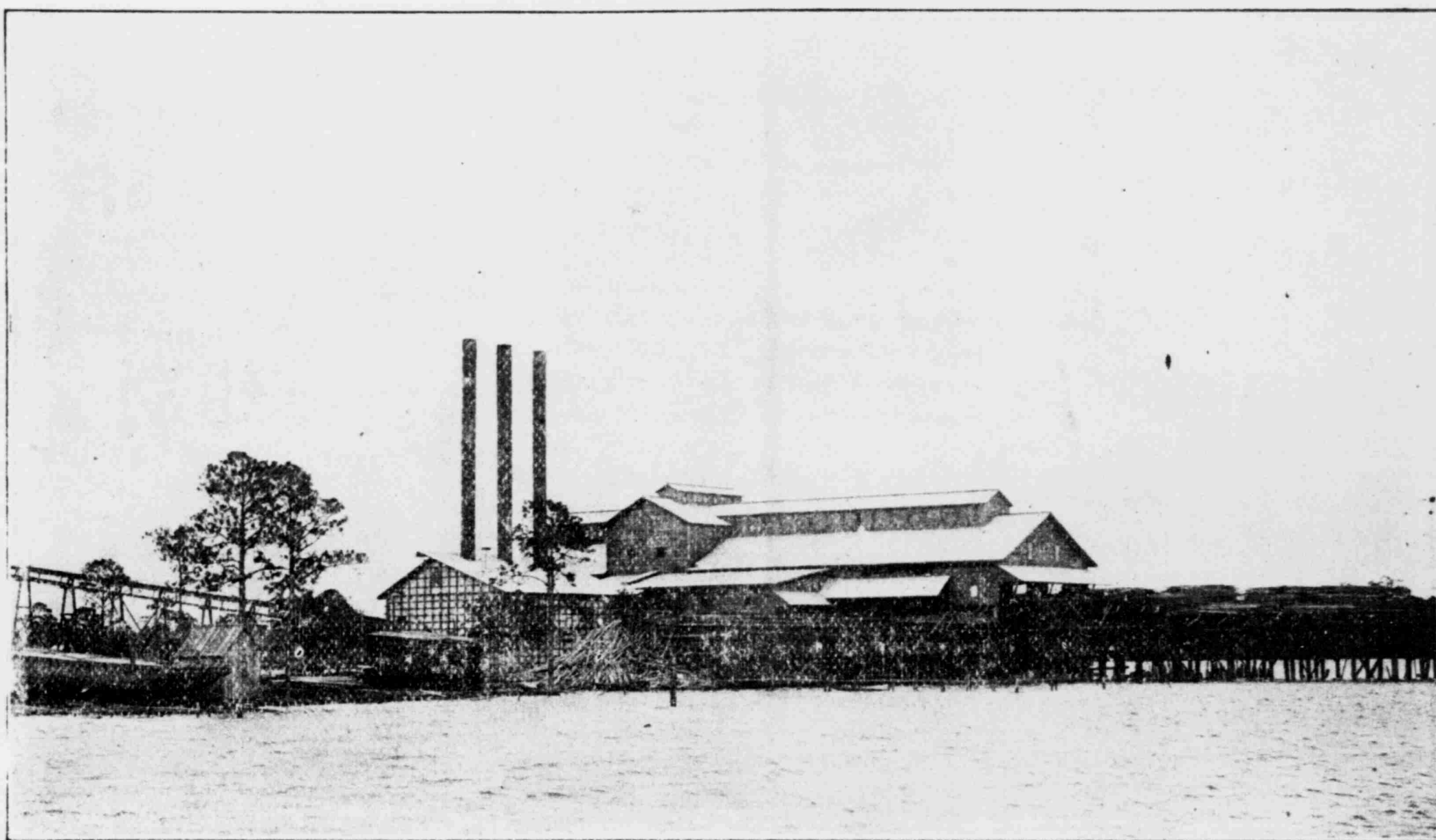
The first school on North Bay was a private one taught by a man named Padgett, and was located on the bayou near Leslie Gays place. The next and first regularly organized school was started through the active efforts of Capt Anderson, who had a school and church building erected at Grassy Point. That was about 1876. Previous to the use of the building for church purposes services had been held under the mulberry trees near there, but as stated by Mrs Anderson, the ripe mulberries fell upon the ladies hats and ribbons during service, badly discolored them, so they transferred to the school building.

Game was plentiful in those early days. Deer, bear, turkeys, geese, and ducks, could be had with little effort, and afforded a satisfactory addition to the scant bill of fare. One instance of the worthy Captains unusual hunting experiences we will try to relate, but as written it lacks the charm that it brought as we sat by the old fire place with its cheery light wood fire and listened to the relation of the same by the Captain, supplemented with added particulars by his excellent wife. The Captain had noted at a burn signs of deer, and at the edge thereof had found a bee tree. As huckleberries were then ripe thereabouts the Captain proposed that they should hitch up the horse to the Jersey wagon and taking their supper go out and gather berries, and the bees and honey from the bee tree, and when darkness came on get some venison. In due time the berries were picked, the tree cut down and bees safely hived, the honey removed to receptacles for carrying the same, and supper cooked, and duly relished.

During the war this bay was the border land, now held by the Confederates, and then by the Federals, and its inhabitants suffered from the varied changes in forces, and the destruction that war always brings. In 1864 the land was in the possession of the Federals and Capt Anderson was for a time a member of the 2nd Florida Cavalry, a Federal force that was employed along this coast.

As it grew dark the Captain proposed starting after the deer, but the "gude wife" did not like to be left behind, so the two went on through the darkness to the burn. He saw four deer moving along in a bunch, and soon had two of them in range, when he fired and brought down both. He kept after the other two, which did not go far away, and soon killed both of them. Concluding that it would require daylight to safely get their load of berries, bees, honey, and deer home, they built a fire and laid down under the stars for such a satisfactory rest as comes to those who have met with such success. At daylight they gathered the results of their evening outing, and bent their way homeward.

[See Fourth Column 6th Page.]



View of Sale-Davis Company's Mill from the Southwest.

Railway &c.

The Sale-Davis Company do the bulk of their logging by rail. They have now 5 miles of road built, and are laying track daily. They have a mile of new rail now in Pensacola, which with that they have on hand will permit of their extending their line some two miles. This road runs very near the surveyed line of the B. C. & St A. B. R. R., and when that company builds a few miles more of track, this companys road will be in contact with it, and thus a through line formed from Chipley to Southport. Three miles out on this line is the still location of the Southern Timber Co., the supplies for which, and shipments from the same, are handled by this road to and from Southport. The company also own the schooner Lucy H., which runs solely between Southport and Pensacola, making weekly trips, handling naval stores west bound, and supplies of all kinds east bound. Ample warehouse room with convenient tracks, furnish all necessary conveniences for the handling of this business at Southport.

Commissary &c.

A very large and well stocked commissary supplies the wants of the employees of the firm, as well as furnishing merchandise for much of the adjacent territory. They receive weekly supplies of goods by their own schooner, the Lucy H., and whatever is demanded, and can be found in southern markets, is at the call of their patrons. On January 1st, Mr W. H. Davis, of Dawson, Ga., one of the most successful merchants in the whole South, and a member of the firm, will remove to Southport, and take charge of this part of the business. With the advent of Mr Davis a great increase in that portion of the companys trade may be expected. He is a man who knows the mercantile business from bottom to top, and has always been very successful in extending his trade. He will also be a valuable acquisition to the business men of the Bay country in advancing its interests in every way.

Officers, Etc.

The Sale-Davis Company's officers are as follows: T. D. Sale, Southport, President; J. W. Malette, Southport, 1st Vice-President; W. H. Davis, Dawson, Ga., 2nd Vice-President; and Z. T. Rabun, Albany, Ga., Sec-

Timber Supply.

The timber owned and being cut by this company comprises some of the best heart timber in this state, or lower Alabama. The company own about 55,000,000 acres, and there is more than that amount adjoining their tracts that is properly tributary to this mill. It is stated that this company now have over 225,000,000 feet of choice timber, which promises many years work for a very large mill.

Southern Timber Co.

Closely connected with the interests of Sale-Davis Co., is the above named company of which T. D. Sale is President, J. H. Davis, Vice President, and D. M. Dismuke, Secretary and Treasurer. This company are at present operating two stills, one at Vicksburg, and the other one at burnt mill bayou, West Bay. Mr Dismuke is in charge of this companys naval stores business, residing at Vicksburg, where they have an office and commissary. They are extensive manufacturers of naval stores, and can increase the output materially when conditions warrant. Mr Dismuke is a very popular and energetic naval stores man, and has made many friends since he took up the management of the companys business in that section. In connection with this place, for the benefit of history, we would state that it was the intention of Mr Sale to name it in honor of Mr Vickers, of the firm of Vickers & McKenzie, but the people soon began to drop the middle syllable and instead of Vicksburg it became Vicksburg.

Other Industries.

Another firm at Southport is the Gainer Mercantile Company, under the personal management of T. B. D. Gainer. This firm carry such a stock of goods as is required by the farmers and others residing in that section, and have a very good trade.

The place still retains its popularity as a fish market, and its fishermen have the credit of being more successful in catching the denizens of the deep than are others in this section. Captain S. W. Anderson was one of the most fortunate fishermen in the past hereabouts. His operations extended to South Florida, in which locality he once took at one haul of the nets 195 barrels of fish. This is probably the largest catch on record on these shores.

bayou. Irregular shore lines make choice building spots available to a large number, and there can be no doubt but with railway connection, and transportation by water made easier, this locality will receive a large accession to its population. It is backed by a country that is well fitted for agricultural purposes, and when the tide of emigration sets this way, will be settled by numerous prosperous small farmers. We predict that some day Southport will be an important and prosperous little city, and the shores of this pretty bayou be lined with beautiful residences.

Capt Stephen W. Anderson.

The history of North Bay for the past 40 years would be incomplete without a very much fuller reference to Capt Anderson than the data at hand, or our space will permit of. Like a very few other men who have left their impress upon the evolution of the Bay country, his name is indissolubly connected therewith, and the historian will assign to him and his devoted helpmate no mean position in the early history of St Andrews Bay.

His father who was a resident of North Carolina, moved to Alabama, where he remained a year in the naval stores business, and then removed to South Florida where he remained a year. Being driven out by the Indians he came to North Bay in 1855. He settled just west of Mrs Booths residence taking up the occupation of fisherman. This was the beginning of the fishing business which has been followed so successfully by three generations of Andersons. During the war this first of the Anderson fishermen was catching fish for Capt Robinson's and another company of Confederates located in this section of the country.

When Capt S. W. Anderson first came here there were but very few settlers on North Bay, or on other portions of St Andrews Bay. Where he now resides near his son in law, L. C. Gay, lived a widower, Dr William Pierce, a man of ability and standing, who desirous of a rest from the cares of business and society, moved to that point from Georgia at an early day, bringing with him some 6 or 8 slaves. At that time they were the only slaves on the bay. It was Dr Pierces enthusiasm for that section expressed to Capt Anderson's father upon a visit to the doctor that